

CLASSIFICATION **SECRET**COUNTRY **East Germany**

REPORT

TOPIC **Brandenburg-Industriehafen A-11 field**EVALUATION **PLACE OBTAINED**

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DATE OF CONTENT

DATE OBTAINED **DATE PREPARED 10 November 1954**

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REFERENCES

PAGES **3** ENCLOSURES (NO. & TYPE) **1 - one sketch**

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REMARKS

This is UNEVALUATED Information

1. Between 8 and 17 September 1954, the Infanterie Kaserne in Brandenburg was occupied by about 400 personnel including Soviet dependents. On 14 September, about 160 men were engaged in training with rifle and drill in the barracks yard.

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2. The following air activity and aircraft were observed at the field between 10 September and 8 October:

10 to 19 September. There was no air activity except on 14 September.

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20 September. During the morning, local individual flights were made by Il-10s.

23 and 24 September. Il-10s practiced flying individually and in flights of three. During the afternoon of 24 September, 3 flights of 4 Il-10s each took off and assembled in formation. Subsequently, additional Il-10s took off. A total of 28 Il-10s were seen aloft.

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28 and 29 September. Individual flights were made by Il-10s. During the morning and afternoon of 29 September, 5 jet fighters crossed over Brandenburg heading in a northwesterly direction.

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3 October. During the morning, when the weather was favorable, individual flights were made. At 1600, 12 Il-10s took off, assembled in a formation and then headed east. The aircraft were not seen returning to the field. At 1300, 4 MiG-15s approached from the northwest, circled several times over Brandenburg, and then headed toward the northwest.

4 and 5 October. Individual flights were made by Il-10s.

6 and 7 October. There was no air activity. Thirty-one Il-10s were parked at the field. Most of them had red propeller hubs and red upper edges on their rudder assemblies.

8 October. Individual flights were made by Il-10s and Po-2s.

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3. The following air activity and aircraft were observed at the field between 14 September and 3 October:

14 September. There was intensive air activity by Il-10s throughout the day. Two to 4 Il-10s were repeatedly seen heading southeast. The ceiling was closed and the weather was rainy. From 1900 to 2300, flying was practiced by Po-2s.

20 September. Individual flights were made by Il-10s which also made low-level attacks. The weather was rainy. A total of 36 Il-10s were observed at the field.

22 September. During the early morning hours, individual Il-10s were observed aloft. At 1100, 3 flights of 4 Il-10s each took off, assembled in a formation, headed toward the southeast, and returned at 1150. At 1500, 12 Il-10s took off in flights, assembled in a formation and headed southeast. They landed individually after 50 minutes.

24 September. At noon, when the weather was fair, 37 Il-10s took off in flight formations. The aircraft assembled in a close-order formation, headed southeast and returned to the field at 1355. Three or 4 Il-10s each took off at 1510, 1530 and 1550. Each time, the aircraft headed southeast and returned from that direction after about 50 minutes.

28 September. There was unfavorable weather with rain showers. At 0830 and 0900, a squadron of 9 and 6 Il-10s respectively took off heading southeast. The aircraft landed at the field after 50 minutes. Take-offs and landings by squadrons of approximately the same strength were made until about 1400. At that time, the field was occupied by about 44 Il-10s. During the afternoon, 2 Li-2s approached from the southeast, landed at the field and took off again at 1515.

30 September. Between 0600 and 1700, squadrons of 6 to 8 Il-10s were continuously seen taking off, heading southeast and landing at the field. The aircraft always took off in elements of two and assembled in a formation before departing. The landings were also made in elements of two. At least 2 formations were continuously aloft.

3 October. There was similar air activity to that on 30 September. Thirty-six to 40 Il-10s were estimated to be at the field. Of these aircraft, 12 were located at the southern edge, 12 to 15 in front of the hangars and 12 to 16 were seen aloft. 2

4. On 28 September and 3 October, a two-axle double-wheel radio truck and a trailer were observed near triangulation point 37.4 just southwest of Wilhelmshof. The platform of the radio truck was low, similar to that of a flatbed trailer. In the middle of the platform was a telescopic mast, 12 to 15 meters high, 15 to 20 cm in diameter at the bottom, tapering to the top, and braced by guy wires at 3 points. The mast could be extended by means of a crank fitted at the foot of the mast. Three or 4 equally thick cables were strung on both sides of the mast, from the bottom to the masthead, about 10 cm distant from the mast. At the masthead, the cables were attached to a socket-like bulge. Over this bulge were 2 grids, which were arranged at a right angle to each other and fitted at the masthead. The grids, each about 30 x 90 cm, had a mesh-wire covering of which 2 stripes at the side were opaque. Next to the radio installation was a tent 4 meters square. A thin cable, probably a light cable, extended to the first house of the settlement located north of the installation. No additional cables were seen. A senior lieutenant and 4 soldiers of the Soviet Air Force were observed near the radio installation and sometimes were seen proceeding toward the Magdeburger Strasse. The radio installation was no longer observed at 1330 on 9 October. 3

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5. At about 1100 on 23 September, 2 Il-10s flying in an element and at an altitude of about 100 meters crossed over the Beelitz area, along the Wittenberg-Potsdam road, heading northwest and coming from the southeast. Two-man crews were definitely observed in the two aircraft.

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[redacted] At about 1400, a formation of 31 Il-10s coming from the northwest at an altitude of about 1,000 meters crossed the same area heading southeast. The return flight of this formation was not observed. There was good visibility and a scattered ceiling during the time of observation. 2

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6. On 27 September, trucks loaded with furniture left the Infanterie Kaserne. [redacted] The trucks and a jeep [redacted] proceeded in a column toward Arado. Additional vehicular traffic included tank truck [redacted] and 4 trucks [redacted]

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1. [redacted] Comment. The estimated occupation strength in the Infanterie Kaserne in Brandenburg is believed to be correct. It is assumed that the headquarters of the technical division (ATD) of the ground attack corps is quartered in the barracks installation. [redacted]

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2. [redacted] Comment. The Il-10s of the ground attack regiment at Brandenburg-Industriehafen airfield which are marked by red propeller hubs and red upper edges on their rudder assemblies, were probably involved in exercises in the Kummersdorf area during the period of observation. The aircraft also approached the Kummersdorf firing range within the framework of the training program.

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3. [redacted] Comment. It is believed that the radio installation observed is a decimeter station. For sketch furnished [redacted] see Annex.

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Radio Installation, Probably Decimeter Station,
Observed Near Brandenburg-Industriehafen Airfield

